

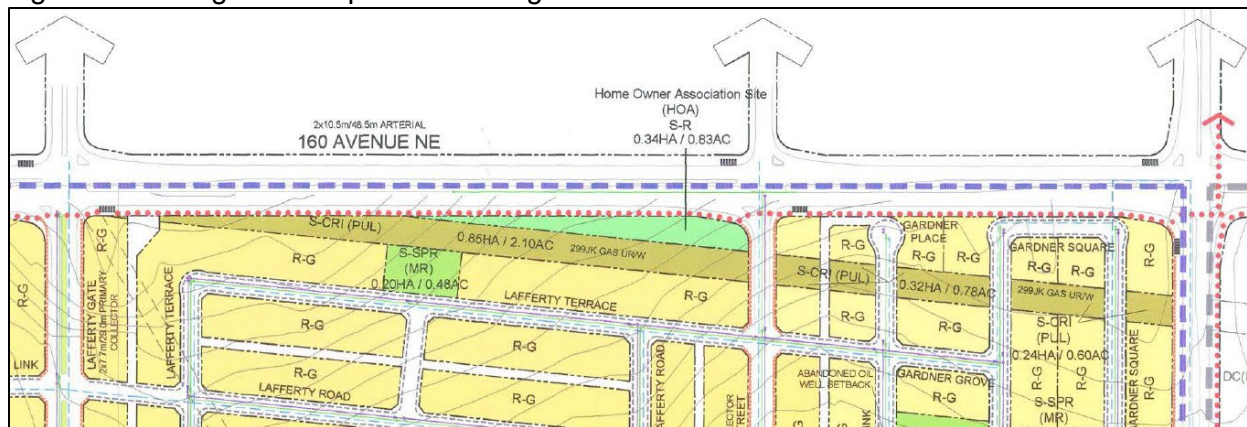
Background and Planning Evaluation

Background and Site Context

The subject site is located in the northern community of Livingston and the outline plan area is approximately 38.59 hectares (95.35 acres) in size. The northern boundary of the plan area is 160 Avenue NE with 1 Street NE forming the western boundary and 6 Street NE forming the eastern boundary. The subject area is part of the previously approved outline plan for Livingston Stage 1C that allows for development north of the approved outline plans for Livingston Stages 1A and 1B. Livingston Stage 1C was subsequently amended in 2022 (LOC2021-0090, Bylaw 91D2022 and 92D2022, Attachment 6) to revise the stormwater management plan and refine the neighborhood design further.

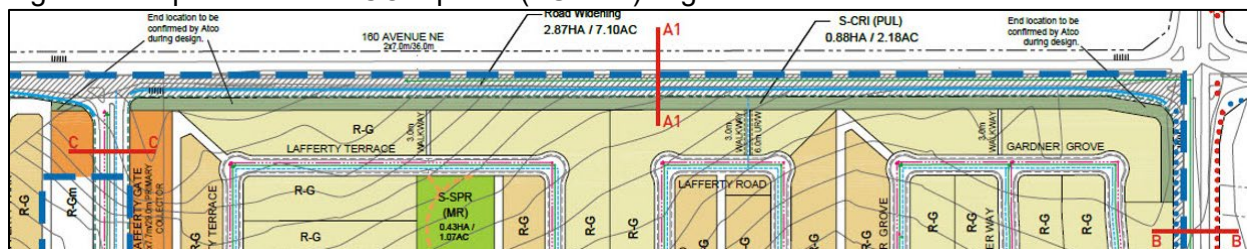
In this application, the proposed amendment to Livingston Stage 1C includes primarily the relocation of the ATCO gas pipeline (designated a public utility lot (PUL)). The pipeline currently runs diagonally across the northeastern corner of the subject lands as indicated in Figure 1 below.

Figure 1: Existing ATCO Pipeline PUL Alignment



The proposal is to relocate the pipeline to the north along the south side of 160 Avenue NE as indicated in Figure 2 below. The purpose of the realignment is to provide for a more efficient layout of the road network as well as an increase in residential lot yield. The amendment improves the proposed road layout and block pattern with fewer crossings of the PUL and an improved block/road layout with fewer unconventional road and intersection angles.

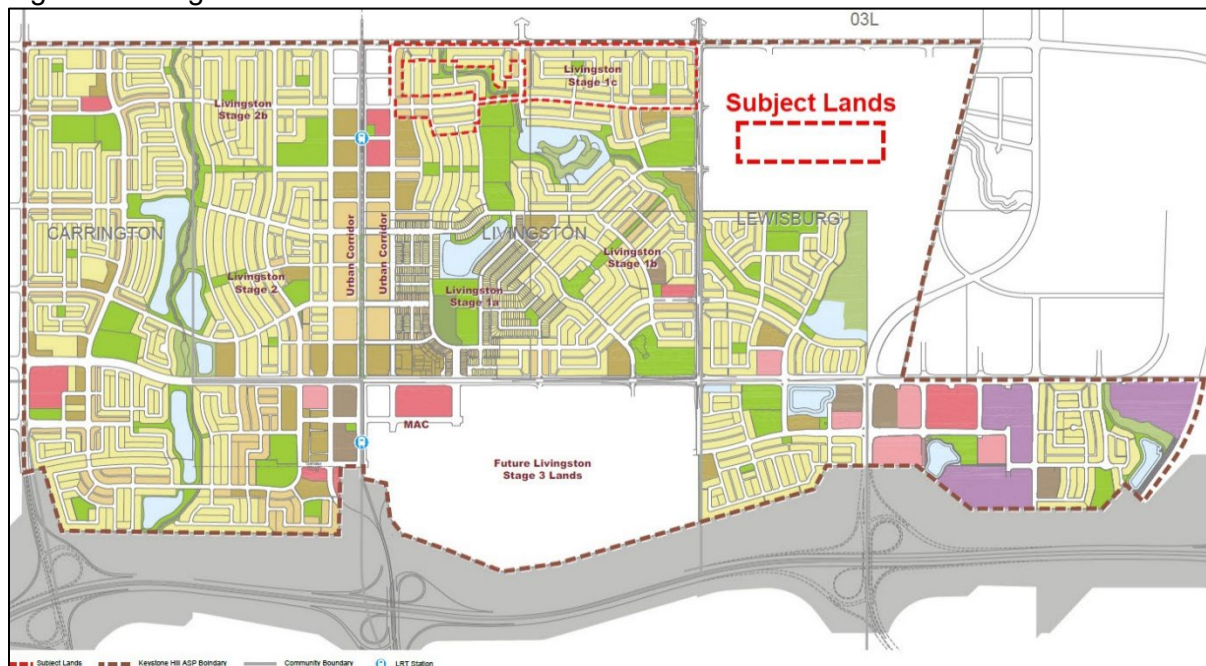
Figure 2: Proposed New ATCO Pipeline (PUL Lot) Alignment



In addition, the proposal recommends road cross-section changes to Livingston Boulevard NE and 160 Avenue NE as described in the Transportation section below. The partial redesign of the neighbourhood to accommodate the relocation of the pipeline also brought minor changes to the open space network and location of municipal reserve parcels with additional pedestrian walkways connecting to 160 Avenue NE.

The site is currently vacant, and stripping and grading of the site has not commenced. The applicant submitted tentative plans that would approve \subdivision of the lands pending approval of this outline plan and land use amendment. The subject lands are indicated in Figure 3 below and shows the context of the site in relation to the remainder of the community of Livingston.

Figure 3: Livingston Outline Plan



Community Peak Population Table

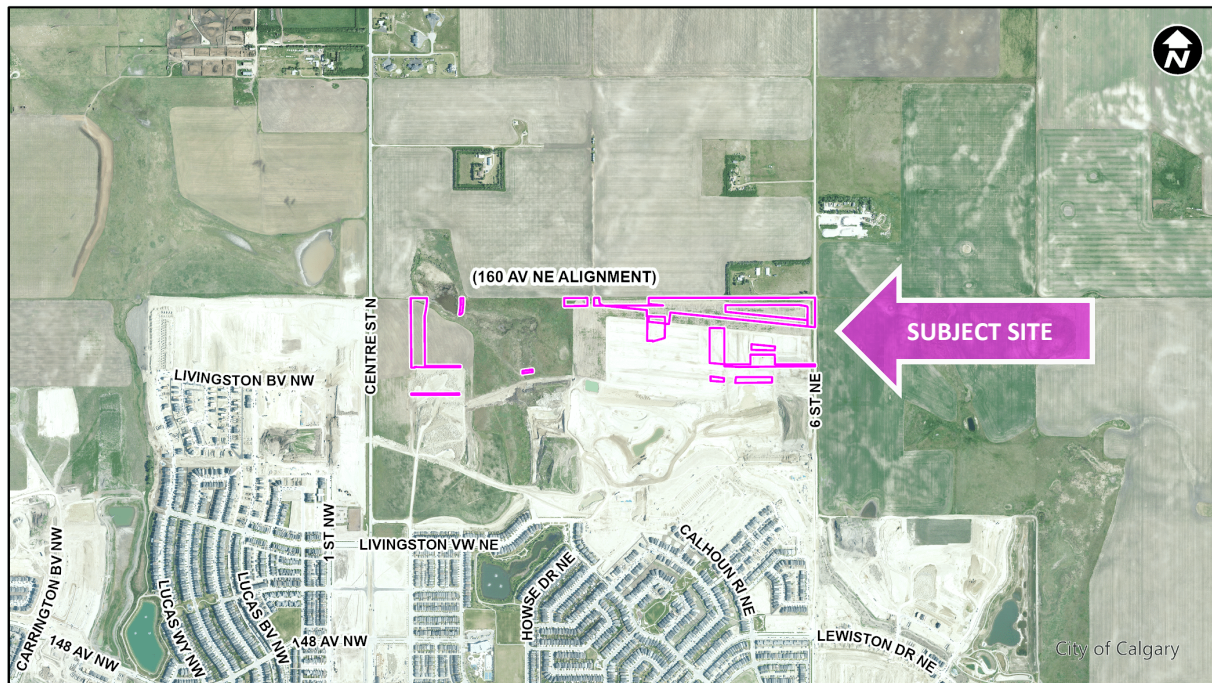
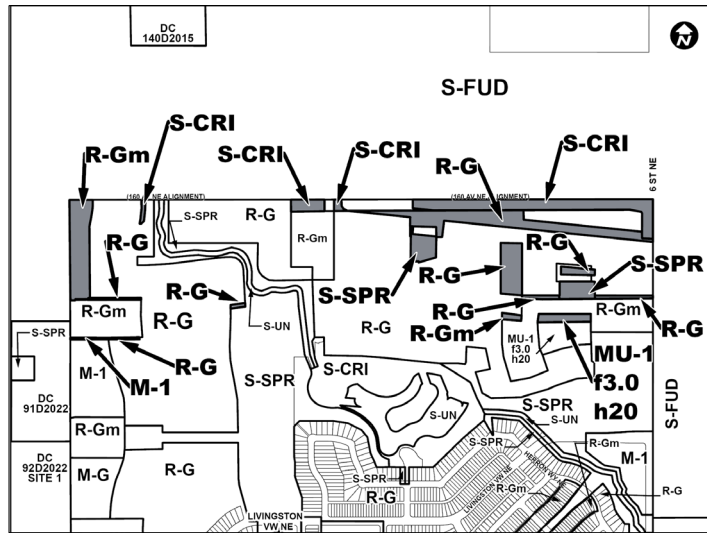
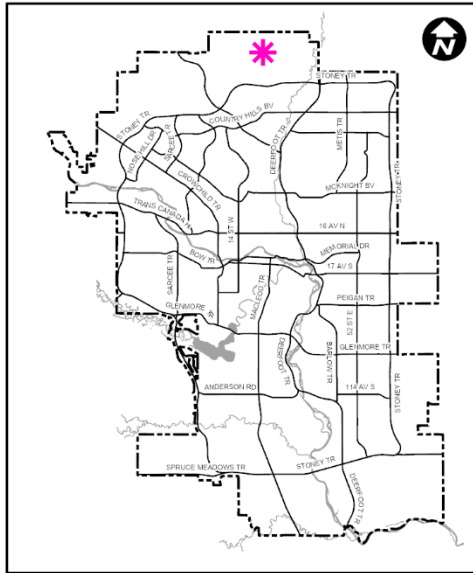
As identified below, the community of Livingston reached its peak population in 2019.

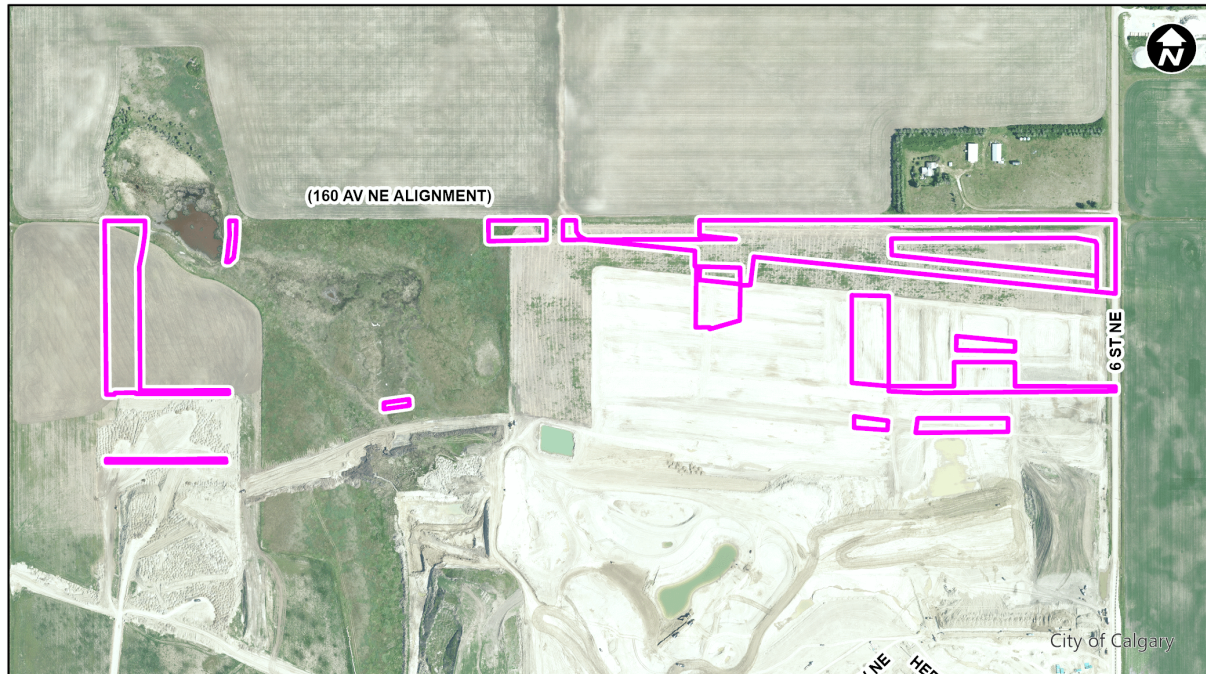
Livingston	
Peak Population Year	2019
Peak Population	1,477
2019 Current Population	1,477
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Livingston Community Profile](#).

Location Maps





Previous Council Direction

On 2021 September 13, Council adopted a Motion Arising on the approval of outline plan (LOC2020-0159, CPC2021-1063) for Livingston Stage 2B. The Motion Arising relates to the road right-of-way for 160 Avenue NE and applies to the outline plan proposal in this application.

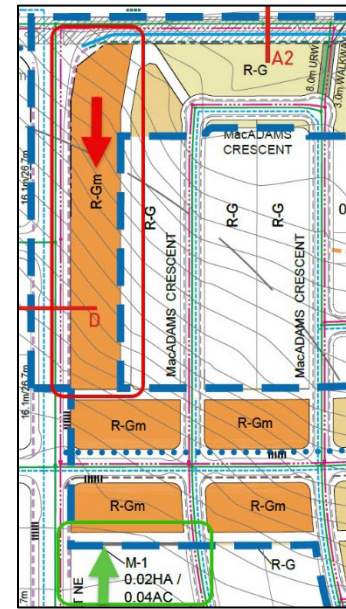
Council directed Administration to reassess the planned road-right-of-way for 160 Avenue N to reduce the road from six to four vehicular lanes and implement a cross-section that facilitates a multi-modal roadway that accommodates separate active modes and infrastructure for pedestrians and cyclists. The Motion Arising will be addressed with each new outline plan submitted adjacent to 160 Avenue N. Further details are provided in the Transportation section below for this outline plan.

Planning Evaluation

Land Use

The application does not propose any different land use districts that have not been approved in the previous outline plan. The application proposes an improved road network and block pattern with the same Residential – Low Density Mixed Housing (R-G), Residential – Low Density Mixed Housing (R-Gm) and Special Purpose – School, Park and Community Reserve (S-SPR) Districts as before, but in different locations to enhance the community design and open space network.

Figure 4



An additional parcel is included in the land use amendment situated along 1 Street NE at the southeastern corner of the intersection between 1 Street NE and 160 Avenue NE. This parcel is proposed for a redesignation from Special Purpose – Future Urban Development (S-FUD) District to the R-Gm District and is shown by the red arrow in Figure 4.

In the Transportation section below, the Outline Plan describes the narrowing of the Livingston Boulevard NE cross-section by 2.8 metres. This resulted in the increase of the existing Multi-Residential – Low Profile (M-1) lot situated outside the plan area by 0.02 hectares as shown by the green arrow in Figure 4.

The proposed R-G District is intended for low density neighbourhoods in master planned communities in suburban greenfield locations. This district is designed to support a variety of low-density residential building forms including single detached dwellings, duplex dwellings, and rowhouse buildings, along with secondary suites and backyard suites. The maximum building height in this district is 12 metres. The application proposes a mix of both laned and laneless R-G parcels which have been located to work with the slope of the land.

The R-Gm District has the same intent as the R-G District but does not allow for permitted single detached dwellings. Similar to the R-G District, the maximum building height is 12 metres. This district has been predominantly located at entranceways into the Livingston community in order to provide an appropriate built form as a gateway into the community.

The proposed M-1 District is intended to provide for multi-residential development in a variety of low height and medium density forms and is intended to be in close proximity or adjacent to low density development. The anticipated form of the development for this site is apartment-style development. The district has a maximum density of 148 units per hectare and a maximum building height of 14 metres.

The proposed S-SPR District is intended to provide for schools, parks, open space, and recreational facilities with parcels of varying sizes and use intensities. This district is applied to lands that will be dedicated as school reserve or other forms of municipal reserve (MR) pursuant to the *Municipal Government Act* (MGA).

Subdivision Design

The outline plan area in this application can be divided into two portions lying to the east and the west of Lafferty Gate NE. The portion of land to the west of Lafferty Gate NE did not change in terms of neighbourhood design and only proposes minor changes that are related to the narrowing of Livingston Boulevard NE. An additional walkway connection is also provided from MacAdams Crescent NE to 160 Avenue NE.

The outline plan area on the east side of Lafferty Gate NE contains the realigned ATCO pipeline PUL and the road network was redesigned to provide an improved block plan, additional pedestrian connections and more effective municipal reserve (designated S-SPR) lands.

The overall neighbourhood design with a mix of R-G and R-Gm lots containing both laned and laneless lots was retained.

Density and Intensity

Both the MDP and the *Keystone Hills ASP* identify a minimum residential density for neighbourhood areas of 20 units per hectare (8 units per acre). The plan area, which consists of several separated parcels, can be calculated at a density of 21.4 units per hectare (8.7 units per acre) with a maximum of 33.4 uph (13.5 upa). The anticipated residential density meets the minimum density targets of both the MDP and ASP.

At build-out, the subject area is expected to have an anticipated density of 825 units with a maximum density of 1,287 units. The R-G District is anticipated to account for 619 of the total lots, with 205 lots designated R-Gm. The exact number of dwelling units will be determined through future subdivision stages.

The relocation of the ATCO pipeline and redesign of the community and road network resulted in a slight increase in density with an anticipated 29 additional residential lots (a maximum density of 86 additional lots). The relocation of the PUL however, decreased the amount of roadways and lanes by 3.5 percent to 14.15 hectare (34.97 acres).

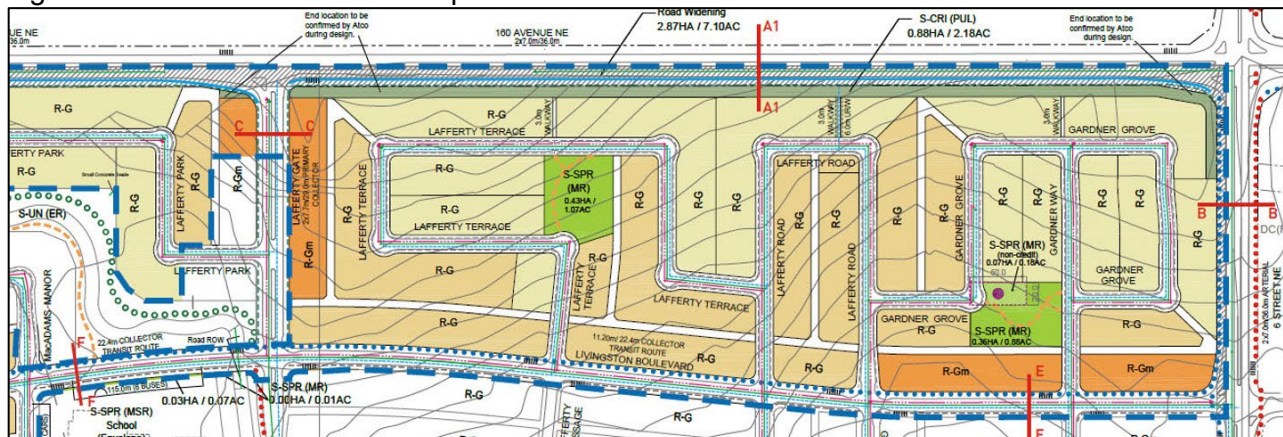
Transportation

The outline plan area in this application is bounded by 160 Avenue NE to the north, 6 Street NE to the east, and 1 Street NE to the west, with several street connections to Livingston Stages 1A and 1B to the south of the plan area.

The road network in Livingston Stage 1 was established in 2016 and refined in 2022 in relation to the stormwater management plan. The current outline plan amendment proposes a realignment of the ATCO pipeline to 60 Avenue NE and a minor realignment of the internal residential road network.

Additional amendments include the replacement of the bike lanes along a section of Livingston Boulevard NE with a regional pathway along the north side of the road. In addition, the cross-section for 160 Avenue NE has been updated as per the 2021 September 13 Public Hearing where Council adopted a motion arising on the approval Livingston Stage 2B. The motion arising relates to the road right-of-way for 160 Avenue NE. The proposed outline plan continues the approved fused grid and grid pattern already established in the remainder of Livingston, but with improvements to the street block design, angle of street crossings and pedestrian connectivity. Amendments to accommodate the realigned ATCO pipeline as well as to improve the road network can be seen in Figure 5 below.

Figure 5 Area of Road Network Improvements



Amendments to the road network include the following:

- 1) Lafferty Gate NE provides a central connection to 160 Avenue NE between 1 Street NE and 6 Street NE. The previous connection of Gardner Street NE with 160 Avenue NE has been removed in the proposed road network.
- 2) Six road crossings of the previous PUL were eliminated with the realignment of the pipeline and proposed new road network.
- 3) Provides for a consistent road cross-section across the entire length of Livingston Boulevard NE in the plan area:
 - a) Livingston Boulevard west of Lafferty Gate NE is proposed with a narrower road cross-section from a 25.2 metre Collector Road to a 22.4 metre Collector Road with the inclusion of a regional pathway connection along the north side of the road; and
 - b) Livingston Boulevard east of Lafferty Gate NE is proposed to be amended from a 21.0 metre Collector Road to a 22.4 metre Collector Road with the inclusion of a regional pathway connection along the north side of the road.
- 4) Through a functional study completed for 160 Avenue N, this outline plan proposes a new 36.0 metre road cross-section containing four lanes (down from six lanes) and provide for separated pedestrian sidewalks and bike lanes on both the north and south sides of the road.

The complete streets network approved in the previous Livingston outline plans has not been negatively impacted by these proposed road network and cross-section changes and still provides for transit circulations and active transportation facilities that are in alignment with [Calgary's Pathways and Bikeway Network \(5A\)](#) and [Complete Streets](#) policy. A Transportation Impact Assessment (TIA) amendment was not required for this minor land use and outline plan.

Environmental Site Considerations

There are two environmental elements for consideration as part of this application: the relocation of the ATCO gas pipeline and the location of the abandoned well site.

The ATCO Gas Pipeline

The Municipal Development Plan (Section 2.6.4) identify open spaces such as neighbourhood and linear parks as important components of the ecological network in urban areas. The ATCO gas pipeline that runs through the northeast corner of the plan area (see Figure 1 above) had been identified as part of the ecological network as a linear open space extending from Nose Creek west across the northern edge of the city.

The outline plan proposes to realign the ATCO pipeline north from its current location to run parallel to 6 Street NE and 160 Avenue NE (see Figure 2 above) which may have a potential impact on the future functioning of this open space as an ecological corridor. A setback of 15.0 meters is required around the ATCO pipe.

A biophysical impact assessment (BIA) was reviewed and approved as part of the previous outline plans, but an additional technical memorandum was completed for this application to specifically assess the impacts of the relocation of the pipeline on the ecological network in the area. It was determined that the relocation of this linear open space will result in the loss of the corridor represented by the current ATCO pipeline alignment. The impact to the ecological connectivity is however mitigated by the previously approved outline plan (LOC2021-0090) containing a natural drainage system through Livingston Stage 1C and functioning as a naturalized open space. The drainage and associated open space will be constructed with the development of the community in a manner that provides connectivity for wildlife through and to

surrounding east and west landscapes as shown in Figure 6. Vegetation and habitat diversity will further enhance and increase the effectiveness of this component of the ecological network.

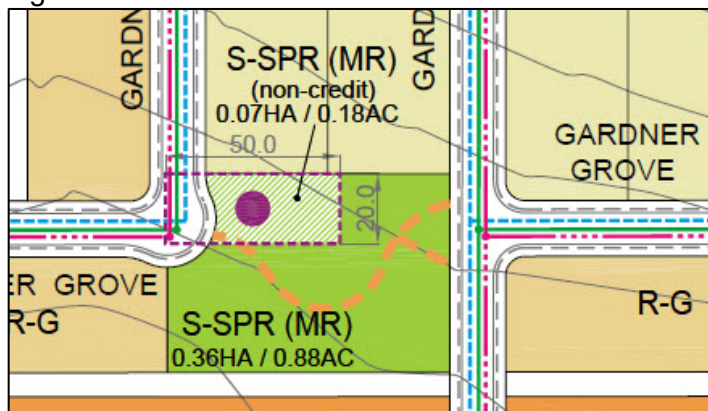
Figure 6 Planned Natural Drainage Connection



The Abandoned Well

The location of the abandoned well in the plan area was confirmed and the parcel containing the well was designated as non-credit municipal reserve (MR) with the Special Purpose – School, Park and Community Reserve (S-SPR) District. This well has been properly reclaimed and any associated pipelines have been removed. The setback prohibits the construction of any habitable building within the setback area. The location of the abandoned well is shown in Figure 7 below.

Figure 7 Location of Abandoned Well



Utilities and Servicing

Sanitary, storm, and water servicing infrastructure is available to service the development area. The proposed amendments in this application did not affect the provision of previously approved servicing infrastructure. Previously approved service infrastructure has been realigned to follow the amended road network with no risk associated.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendations by Administration in this report have considered and are aligned with the policy direction of the [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns and promotes the efficient use of land.

Rocky View County/Calgary Intermunicipal Development Plan (2012)

The subject sites are located within the [Rocky View/Calgary Intermunicipal Development Plan](#) (IDP) Policy Area. The Policy Area contains lands immediately adjacent to the shared border. The subject site is not located within any special policy area or key focus area. The application was circulated to Rocky View County per the IDP requirements with no concerns received regarding this application.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Planned Greenfield with Area Structure Plan area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP refers to the applicable ASP as the guiding document for development in these areas and provides guidance for what should be included within these ASPs, for example, provision of a local school, open space areas, and a range of housing choices within the community. The application is in alignment with the policies of the MDP.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).

Further opportunities to align future development will be explored and encouraged at subsequent development approval stages including accommodating solar energy systems and electric system designs that can accommodate electric vehicle charging. A portion of the plan area is adjacent to the future 160 Avenue LRT Station Area which is envisioned as a higher density and pedestrian-oriented mixed-use development.

Keystone Hills Area Structure Plan (Statutory – 2012)

The subject site is identified as part of Community B within the [Keystone Hills Area Structure Plan](#). The previous two Outline Plan applications established the density and intensity policies requirements for Livingston Stage 1C, and this application further fulfills the policy objectives for this area by providing a range of housing forms within the community with open spaces that are sufficiently sized and spread throughout the plan area.